

Appln. No. 10/077,215

Attorney Docket No. 10541-1273

I. Listing of Claims

1. (Cancelled)
2. (Cancelled)
3. (Currently Amended): ~~The shaft of claim 6, wherein said coating is A~~
shaft to transfer torque in a vehicle, comprising:
a first member having internal splines; and
a second member having external splines engagable with said internal splines
to allow telescopic movement between said first member and said second member
and to transfer torque between said first member and said second member,
wherein said external splines further include an isotropic surface finish, and
wherein said external splines have a nylon coating applied to the isotropic
surface finish to reduce friction during the telescopic movement.
4. (Currently Amended): ~~The shaft of claim 6, wherein said coating is A~~
shaft to transfer torque in a vehicle, comprising:
a first member having internal splines; and
a second member having external splines engagable with said internal splines
to allow telescopic movement between said first member and said second member
and to transfer torque between said first member and said second member,
wherein said external splines further include an isotropic surface finish, and
wherein said external splines have a tungsten disulfide coating applied to the
isotropic surface finish to reduce friction during the telescopic movement.
5. (Previously Presented): The shaft of claim 4, wherein said coating
measures less than approximately 10 microns thick.
6. (Cancelled)
7. (Cancelled)

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8. (Cancelled)

9. (Currently Amended): ~~The suspension system of claim 12, wherein said coating is~~ A suspension system for a vehicle having a wheel and a power distribution device, the suspension system comprising:

a biasing device to support the vehicle on the wheel and to absorb road imperfections; and

a shaft to transfer torque from the power distribution device to said wheel, the shaft including a first member having internal splines and a second member having external splines engagable with said internal splines to allow telescopic movement between said first member and said second member and to transfer torque between said first member and said second member,

wherein said external splines further include an isotropic surface finish, and

wherein said external splines have a nylon coating applied to the isotropic surface finish to reduce friction during the telescopic movement.

10. (Currently Amended): ~~The suspension system of claim 12, wherein said coating is~~ A suspension system for a vehicle having a wheel and a power distribution device, the suspension system comprising:

a biasing device to support the vehicle on the wheel and to absorb road imperfections; and

a shaft to transfer torque from the power distribution device to said wheel, the shaft including a first member having internal splines and a second member having external splines engagable with said internal splines to allow telescopic movement between said first member and said second member and to transfer torque between said first member and said second member,

wherein said external splines further include an isotropic surface finish, and

wherein said external splines have a tungsten disulfide coating applied to the isotropic surface finish to reduce friction during the telescopic movement.

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11. (Previously Presented): The suspension system of claim 10, wherein said coating measures less than approximately 10 microns thick.

12. (Cancelled)

13. (Currently Amended): The suspension system of claim 9 ~~claim 12~~, wherein one of said first and second members is adapted to couple with the power distribution device and one of said first and second members is adapted to couple with the wheel.

14. (Currently Amended): The suspension system of claim 9 ~~claim 12~~, further comprising a first universal joint coupling said shaft and the power distribution device.

15. (Previously Presented): The suspension system of claim 14, further comprising a second universal joint coupling said shaft and the wheel.

16. (New): The suspension system of claim 10, wherein one of said first and second members is adapted to couple with the power distribution device and one of said first and second members is adapted to couple with the wheel.

17. (New): The suspension system of claim 10, further comprising a first universal joint coupling said shaft and the power distribution device.

18. (New): The suspension system of claim 17, further comprising a second universal joint coupling said shaft and the wheel.

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